airports in Delhi and Bombay to meet the future requirements of air traffic of the two cities; if so, the details thereof; and

(b) whether it is also a fact that there is a proposal to use Safdarjung Airport, Delhi for Vayudoot Services, if so, the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Although there is no proposal for setting up new airports at Delhi and Bombay, the future requirements of air traffic would be met by setting up new modules.

(b) The operational feasibility of Vayudoot operations from Safdarjung Airport is being examined.

**Illegal eye camps**

280. SHRI D. B. CHANDRE GOWDA:
SHRI SHARAD YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that several eye surgeons in the country continue to organise illegal eye camps in the different parts of the country;

(b) if so, what action Government propose to take against the eye specialists/ Surgeons who are organising and conducting these camps illegally; and

(c) whether rules and guidelines made for such eye camps by the Central and the State Governments are being followed?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) In accordance with the guidelines issued by the Government, it is mandatory to obtain prior permission from the District Health Authorities for organising Eye Camps and also to provide necessary pre and post-operative care. These guidelines are applicable also to Eye Camps organised through assistance by international agencies. In the event of non-compliance with any of the guidelines, State Governments take action against the defaulters, such as (i) debarring them from holding Camps in future, (ii) withdrawal of cash assistance, and (iii) institution of criminal proceedings, if *prima facie* case of negligence is made out.

**Winding up of Shipping Development Fund Committee**

281. SHRI D. B. CHANDRE GOWDA:

SHRI HARVENDRA SINGH HANSPAL:

Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to Unstarred Question 422 given in the Rajya Sabha on the 23rd July, 1986 and state:

(a) whether Government have since taken a final decision to wind up the Shipping Development Fund Committee;

(b) if so, the reasons therefor and what alternative arrangements have been made by Government; and

(c) the extent to which the alternative arrangements are likely to provide better finance and maintenance of ports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Final decision to wind up Shipping Development Fund Committee, which would involve certain legislative enactment, has yet to be taken by the Government.

(b) and (c) The proposal to wind up Shipping Development Fund Committee and to set up new arrangements to provide institutional finance to the Shipping industry has been under consideration keeping in view the importance of the shipping industry and special nature of issues involved and to move the shipping industry to an arrangement where the required credit will be made available through financial institutions. Such an arrangement

would lead to more professional management of sanction, disbursement and recovery of loans. An institutional arrangement of this type would also help in enlarging the size of the total credit to the shipping industry in the 7th Plan than what would be available only by way of budgetary support to the Shipping Development Fund Committee. On abolition of Shipping Development Fund Committee, the new company to be set-up by the Industrial Credit and Investment Corporation of India (ICICI), would do the ship financing as well as provide finances for acquisition of fishing trawlers. It would also manage the past loans of Shipping Development Fund Committee on behalf of Government. Ship licensing functions would continue with this Ministry. The new arrangement does not contemplate providing loans for maintenance of Ports. The Shipping Development Fund Committee did not undertake this function.

**Construction of rail lines in Orissa**

282. SHRI BASUDEB MOHAPATRA:
SHRI SUBAS MOHANTY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is delay in completion of the Talcher-Sambalpur rail line, Jakhapura-Banspani rail line and Koraput-Rayagada rail line under the South Eastern Railway in Orissa;

(b) when these projects are likely to be completed and whether there is any programme to complete the same by the end of Seventh Five Year Plan; and

(c) what was the estimated cost of the projects and what is the total allotment of each project during the current financial year?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) The position in respect of these rail line project is given below.

| S. No. | New Line | Cost (Rs. in crores) | Outlay in 1986-87 (Rs. in crores) | Remarks |
|---|---|---|---|---|
| 1 | Talcher Sambalpur . . . | 58.00 | 2.00 | .. |
| 2 | Jakhapura-Banspani . . . | 121·00 | Rs. 1 thousnad (token) | 33 Kms Jakhapura-Daitari opened in 1981. |
| 3 | Koraput-Rayagada . . . | 322.00 | 20·00 | 20 Kms opened in Dec' 85. |

Work on Daitari-Banspani line has not been taken up due to non-materialisation of anticipated traffic and constraint of resources. Completion of the other two projects will depend on availability of resources in the coming years.

**खेलों में प्रशिक्षण तथा आयोजन की आवश्यकता**

283. **श्री मीर्जा इर्शादबेग :**
**श्री जगदम्बी प्रसाद यादव :**

क्या मानव संसाधन विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत की विशाल जनसंख्या को देखते हुए एशियाई